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WR-ALC ROBINS AFB GA//SEVS//MSUG//

SUBJECT: INTERIM OPERATIONAL SUPPLEMENT T.O. 00-25-172S-6, DATED 09 AUGUST 05.

- 1. THIS PUBLICATION SUPPLEMENTS 00-25-172, DATED, 15 JULY 02, CHANGE 6, DATED, 17 JUNE 05, TITLE: GROUND SERVICING OF AIRCRAFT AND STATIC GROUNDING/BONDING. A SUITABLE REFERENCE TO THIS SUPPLEMENT WILL BE MADE ON THE TITLE PAGE OF THE BASIC PUBLICATION. COMMANDERS ARE RESPONSIBLE FOR BRINGING THIS SUPPLEMENT TO THE ATTENTION OF ALL AFFECTED AF PERSONNEL. MAJCOMS ARE RESPONSIBLE FOR RETRANSMITTING THIS IOS TO SUBORDINATE UNITS NOT INCLUDED AS ADDRESSED ON THIS MESSAGE.**
- 2. DISTRIBUTION STATEMENT A - APPROVED FOR PUBLIC RELEASE; DISTRIBUTION IS UNLIMITED. OTHER REQUESTS FOR THIS DOCUMENT SHALL BE REFERRED TO WR-ALC/LEET, 460 RICHARD RAY BLVD, SUITE 221, ROBINS AFB, GA 31098-1640.**
- 3. PURPOSE: THIS SUPPLEMENT IS ISSUED TO AMEND THE BASIC PUBLICATION.**
- 4. INSTRUCTIONS:**

PAGE 2-3, PARA 2.9 B. INSERT A NEW THIRD SENTENCE: "IF THE NOZZLE IS ATTACHED TO A CONDUCTIVE BRAIDED HOSE, THIS FIRST BONDING WIRE IS NOT NECESSARY."

PAGE 3-2, PARA 3.5 I, SECOND LINE, INSERT "NOZZLE" BEFORE "BONDING WIRE."

PAGE 3-3, PARA 3.9 C(4). REVISE THE FIRST SENTENCE TO READ: "IN THOSE CASES WHERE ON-SCENE FIRE PROTECTION IS REQUIRED, IF AN AIRCRAFT..."

PAGE 3-3, PARA 3.9 C(5). REVISE THE FIRST SENTENCE TO READ: "IN THOSE CASES WHERE ON-SCENE FIRE PROTECTION IS REQUIRED, IN THE EVENT OF..."

PAGE 3-12, TABLE 3-2. REVISE THE FIRST NOTE TO READ: FOR LARGE AIRCRAFT (ALL BOMBERS, ALL AIRLINERS, ALL TRANSPORT AIRCRAFT CARRYING MORE THAN 20 PASSENGERS), THE DISTANCE CRITERIA IS MEASURED AS THE CLOSEST POINT BETWEEN THE AIRCRAFT FSSZ AND BUILDING OR FACILITY INVOLVED. FOR SMALL AIRCRAFT (FIGHTERS, HELICOPTERS, UTILITY AIRCRAFT, AND SMALL TRANSPORTS CARRYING 20 OR LESS PASSENGERS), THE DISTANCE CRITERIA IS MEASURED AS THE CLOSEST POINT BETWEEN THE AIRCRAFT AND BUILDING OR FACILITY INVOLVED. IN ANY CASE, A BUILDING OR FACILITY CANNOT BE INSIDE THE FSSZ."

PAGE 4-2, PARA 4.2 E. REPLACE THE SECOND AND THIRD SENTENCES WITH THE FOLLOWING: "THE 45-DEGREE D-1 NOZZLE IS ACCEPTABLE FOR MOST SPR FUEL SERVICING OPERATIONS, ESPECIALLY FOR FUSELAGE SERVICINGS. THE STRAIGHT THROAT D-2 NOZZLE IS ONLY FOR UNDERWING FUEL SERVICING APPLICATIONS AND MUST NOT BE USED OTHERWISE UNLESS DEEMED MISSION ESSENTIAL. MISSION ESSENTIAL DETERMINATION SHALL BE MADE BY THE RANKING INDIVIDUAL ON SHIFT IN THE FUELS MANAGEMENT OFFICE AND SHALL BE DOCUMENTED ON A MEMO FOR RECORD. INAPPROPRIATE UTILIZATION OF THE SINGLE POINT NOZZLES CAN AND HAS CAUSED UNDUE STRESS DAMAGE TO AIRCRAFT SINGLE POINT RECEPTACLES, FUEL SPILLS, BROKEN NOZZLES AND COMPONENTS, AND OTHER SAFETY RELATED PROBLEMS."

PAGE 4-7, PARA 4.5. ADD THE C-38 TO THE LIST OF AIRCRAFT THAT CAN BE REFUELED WITH THE AUXILIARY POWER UNIT (APU) RUNNING.

PAGE 4-12, PARA 4.14 F. DELETE AND REPLACE WITH: "ELECTRICAL EQUIPMENT IN THE AIRCRAFT SERVICING AREA ABOVE THE FLOOR UP TO THE HEIGHT OF THE HIGHEST HANGAR DOOR MUST SATISFY NATIONAL ELECTRICAL CODE (NEC) CRITERIA FOR CLASS I DIVISION 2 LOCATIONS."

PAGE 4-13, TABLE 4-2, ADD THE FOLLOWING ENTRIES

LOCATION	FACILITY	DATE
DAVIS MONTHAN	CALTEX MODEL FL 6060 SHELTERS	MARCH 05
INDIAN SPRINGS AFB NV	BIG TOP SHELTERS	APRIL 05
BALAD IR	BIG TOP SHELTERS	APRIL 05

PAGE 4-15, PARA 4.17. INSERT NEW SECOND SENTENCE: FOR LOX BOTTLE EXCHANGE OPERATIONS, THE OPERATOR IS ONLY REQUIRED TO WEAR EYE PROTECTION (GOGGLES OR FACE SHIELD)."

PAGE 5-1, PARA 5.2B. INSERT NEW SECOND SENTENCE: "2F0X1 PERSONNEL TRAINED AND CERTIFIED USING MDS APPLICABLE PROCEDURES, OR EQUIVALENT CURRENT TRAINING PROGRAM, MAY PERFORM SIMULTANEOUS DUTY AS BOTH SINGLE POINT RECEPTACLE (SPR) MONITOR AND FUELS SPECIALIST."

PAGE 6-6, TABLE 6-1. DELETE THE CLA-VAL 750/850 PANTOGRAPH.

PAGE 6-7, TABLE 6-1, NOTE 6: ADD NEW SECOND SENTENCE: "REFUELING HOSE PRESSURE CAN NOT EXCEED 25 PSI."

ADD NEW PARAGRAPH 6.17:

"6.17 FORWARD AREA REFUELING POINT (FARP) OPERATIONS

FARP OPERATIONS INVOLVE A TANKER AIRCRAFT AND ONE OR MORE RECEIVER AIRCRAFT. THE TANKER AIRCRAFT WILL TYPICALLY LAND IN A FORWARD AREA AND DEPLOY GROUND REFUELING EQUIPMENT, INCLUDING HOSES AND AN OPTIONAL FORWARD AREA MANIFOLD (FAM) CART. AIRCRAFT CREWMEMBERS WILL LAY OUT THE EQUIPMENT TO SERVICE ARRIVING RECEIVER AIRCRAFT OR VEHICLES (ONE TO SIX, DEPENDING UPON THE OPERATION). QUALIFIED HOSE DEPLOYMENT PERSONNEL (HDPS) WILL SERVICE EACH RECEIVER USING THE TANKER-SUPPLIED FUELING EQUIPMENT. A QUALIFIED HOT REFUELING SUPERVISOR (HRS) WILL OPERATE THE FAM CART (IF USED), SUPERVISE THE OPERATION, AND BE ON INTERCOM CONTACT WITH THE TANKER AIRCREW. ENGINES WILL BE OPERATING ON THE TANKER AND RECEIVER AIRCRAFT/VEHICLES. A SEPARATE SSEA IS REQUIRED TO APPROVE EACH AIRCRAFT AS A FARP TANKER OR RECEIVER. THE FOLLOWING AIRCRAFT ARE APPROVED TANKER AIRCRAFT: C-5, C-17, C-27, C-130, C-141, CESSNA 208, CASA 212, AND THE CASA 235. THE FOLLOWING AIRCRAFT ARE APPROVED RECEIVER AIRCRAFT: H-1, AH-1, H-6, H-53, OH-58, H-60, AH-64, UV-18B, WESSEX, PUMA, LYNX, MI-8/17, MI 24/25, PILATUS PC-6, DEHAVILAND DHC-6, BEECH KING AIR, AND THE CASA 235. ANY APPROVED TANKER AIRCRAFT CAN FARP ANY APPROVED RECEIVER AIRCRAFT."

5. POINT OF CONTACT IS MR. RAY COURINGTON, WR-ALC/LESGLI, DSN 472-1357, EMAIL: HOLLIE.COURINGTON@ROBINS.AF.MIL

